

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, APRIL 15, 2004
CITY HALL – KIVA
3939 Drinkwater Boulevard, Scottsdale, Arizona 85251

Present: Michael Bruz, Commissioner
Brian Davis, Commissioner
Mark Gilliland, Vice-Chair
Kelly McCall, Commissioner
Mark Melnychenko, Chairman

Absent: David Hill, Commissioner
Vivian Johnson, Commissioner

Staff Present: Rose Arballo
Debra Astin
Harriett Fortner
Dave Meinhart
Mary O'Connor
Paul Porell
Janet Secor

1. CHAIRMAN MELNYCHENKO CALLED THE REGULAR MEETING TO ORDER AT 6:00 P.M.

2. INTRODUCTION OF NEW COMMISSIONER, MR. MICHAEL BRUZ

Transportation General Manager, Mary O'Connor introduced Commissioner Michael Bruz. He views transportation issues as one of the highest priorities in the valley and believes Scottsdale faces significant challenges in dealing with our transportation issues. General Manager O'Connor and Chairman Melnychenko welcomed Commissioner Bruz and stated they are looking forward to working with him.

3. SECRETARY FORTNER CALLED THE ROLL

4. APPROVAL OF MINUTES OF FEBRUARY 19, 2004

COMMISSIONER DAVIS MOVED TO APPROVE THE TRANSPORTATION COMMISSION REGULAR MINUTES OF FEBRUARY 19, 2004. COMMISSIONER MCCALL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 5-0.

5. ELECTION OF TRANSPORTATION CHAIR AND VICE-CHAIR

CHAIRMAN MELNYCHENKO STATED THE ELECTION IS BEING DEFERRED TO NEXT MONTH'S MEETING.

6. ITEMS FROM THE FLOOR

None.

7. REGIONAL TRANSPORTATION PLAN UPDATE

Dave Meinhart, Interim Transportation Planning Director gave a brief overview of the freeway portion of the regional transportation plan that has been adopted by the Maricopa Association of Governments (MAG).

Brief background on the Regional Transportation Plan (RTP) process:

- Currently there is a countywide ½ cent sales tax being applied to freeway construction that expires in 2005.
- In November 2003, MAG adopted a RTP that defines the expenditure of funds if the sales tax were to be extended for an additional 20 years. That election for the sales tax extension goes to the voters in November 2004.
- The projects in the transportation plan that benefit Scottsdale extend over a 20 year period are in three program areas that would be funded by that plan:
 - Freeways
 - Transit operations and facilities
 - Arterial streets

Firewalls have been built into the legislation for the election, separating the funding for each of the three areas. This presentation is focused on the freeway section and identifies freeway projects that serve Scottsdale. The plan is broken down into four five-year phases. The freeway program is funded by regional or federal funds with no local contributions.

In Phase I (2006-2010), there are three projects that benefit Scottsdale.

1. A new interchange at the Pima Freeway and 64th Street, in Phoenix, has the potential to take some of the pressure off Scottsdale Road in the Frank Lloyd Wright (FLW) corridor. (\$18.4M)
2. The addition of one high occupancy vehicle (HOV) lane in each direction on the 101 freeway from the Princess Boulevard interchange on the north to Shea Boulevard on the south. Availability of these lanes encourage the creation and utilization of express bus routes. Park-and-ride facilities will be created in the freeway corridor that would tie into express routes in the future. (\$22M)
3. Extension of the HOV lanes on the 101 Freeway from Shea down to the intersection of the Red Mountain Freeway (202). (\$61M)

Total funding for these projects is a little over \$101M based on cost estimates developed in 2003.

Phase II (2011-2015) completes the HOV lanes through Scottsdale and begins construction of new travel lanes.

1. Adding HOV lanes on the 101 freeway from Scottsdale to Princess. (\$9.7M)
2. Creating new travel lanes on the Pima Freeway. The first step would be from Shea south to the 202. This would add one additional travel lane in each direction going from the existing three to four travel lanes. (\$94M)
3. Another project that is not in the City of Scottsdale but would provide benefits is additional capacity on the Red Mountain Freeway between the intersection of the 101 going west over to Rural Road; this project will help reduce bottlenecks on southbound 101 merging with the 202. (\$39M)

This phase totals approximately \$143M worth of investment.

Under the current plan, there are no freeway projects in Phase III that benefit Scottsdale.

Phase IV (2021-2025) will add travel lanes through the rest of the 101 freeway in Scottsdale.

1. One additional travel lane in each direction from Scottsdale Road to Pima/Princess. (\$17M)
2. One additional travel lane in each direction from Princess to Shea Boulevard. (\$34M)

Phase IV total funding is about \$51M. At the end of this program, the freeway system would be expanded from three to four lanes in each direction. It would also include HOV lanes through the entire corridor plus improvements at 64th Street and the 101/202 interchange area to help relieve congestion in that area.

Total investment for this portion of the plan is approximately \$295M.

Commissioner Davis asked if adding lanes to the southern portion of Pima and Red Mountain includes the interchange at the 101/202. Mr. Meinhart stated the plan does not specifically add lanes on the ramps but does include the addition of through lanes that would continue into Tempe.

Chairman Melnychenko asked if there would be a direct HOV connection from the 101 to the 202. Mr. Meinhart stated we are primarily creating HOV and additional travel lanes. New HOV ramps at the interchange are not on the list of projects in the RTP.

Transportation General Manager O'Connor stated the Commission would be going over the Regional Transportation Plan in three separate meetings. At the next meeting staff will follow-up with any new information as a response to commissioner questions.

Vice-Chair Gilliland stated he believes there is a Design Concept Report underway now that is looking at adding HOV lanes as well as doing environmental work on the 101. There would be a direct HOV connection from State Route 51 to the 101 all the way around down the Pima Freeway to connect into the 202.

Vice-Chair Gilliland asked about a frontage road system in the vicinity of the Pima/Princess interchange. Mr. Meinhart stated that is a portion of the arterial street program that will be reviewed at a future meeting.

8. CAPITAL IMPROVEMENT PROGRAM (CIP) UPDATE

Dave Meinhart, Interim Transportation Planning Director gave a progress update on the five-year Capital Improvement Program. The focus of this presentation is (1) projects recently completed, (2) projects under construction, (3) projects where contracts have been awarded or ready for bid and (4) projects where design is nearing completion. There are a number of other projects of interest in the planning and design phase.

1. Recent Completions:

- Chaparral Road/Hayden intersection improvements, to encourage drivers to utilize arterials such as Hayden Road and Camelback Road through a series of turn lane improvements. A northbound right turn lane has been added on Hayden Road. Westbound dual left turn lanes, a westbound right turn lane, and an eastbound offset left turn lane were added on Chaparral. Total cost was \$175,000.
- At the Hayden/Camelback intersection an offset left turn lane and north and southbound right turn lanes have been added on Hayden Road. Eastbound dual left turn lanes and a westbound offset left turn lane have been added on Camelback Road. Total cost was \$225,000.

- A second bridge has been completed at the Deer Valley alignment and Hayden/Miller, opening two new travel lanes on Hayden/Miller from Deer Valley north ½ mile to Williams. Also included in this project was a rubberized asphalt overlay from Williams Drive south to Thompson Peak Parkway. Total cost was \$900,000.

2. Projects Under Construction:

- Scottsdale Road from Indian Bend to Gold Dust continues to move forward. The southbound lanes of a new bridge over Indian Bend Wash were completed several months ago and have been carrying all four lanes of construction corridor traffic. The second bridge is nearing completion. Included in this project is a third southbound travel lane, the undergrounding of 69 kilovolt powerlines, improved medians and sidewalks, ITS features and a buffering wall. Total budget is \$22M.
- Hayden Road improvements from the Pima Freeway to Thompson Peak Parkway will include four new travel lanes, bike lanes, center median, ITS features and a drainage channel crossing for a total cost of \$11M. This connection is scheduled to open Fall 2004.
- The intersection of Frank Lloyd Wright and Greenway/Hayden Loop is under construction. This project will add east and westbound dual left turn lanes and an eastbound turn lane on FLW. A northbound right turn lane will be added on Greenway/Hayden. Total cost is \$250,000.
- Completion of the multi-use path and buffering wall on the west side of Pima Road from Inner Circle Drive to Via De Ventura. Total cost is \$650,000.
- Install fiber optic cable and conduits in the Pima Freeway corridor to connect to the signals at the freeway interchanges, from 90th/Via Linda to Scottsdale Road. Total cost is \$550,000. The majority of project costs are being funded through a federal congestion mitigation and air quality grant.
- Nearing completion is a small improvement on Jackrabbit at Scottsdale Road. Jackrabbit was regraded west of the intersection to minimize the dip turning onto Scottsdale Road. Total cost is \$50,000.

3. Contracts Awarded or Ready for Bid:

- One project ready for construction is the installation of numerous bus shelters south of Indian Bend. There are 40 sites in the original contract and up to 30 additional sites could be added. Some federal grant money is being applied to this project.
- Bids to install sidewalk ramps in over 200 locations are heading to council for potential award in May. The locations are in residential areas that were built before ramps were part of the standard design.
- Bidding is underway for new Roadway Capacity Improvements (turn lane improvements):
 - Scottsdale/Butherford
 - Pima/Dixileta
 - Pima/Dynamite
 - Pima/Stagecoach
- Bus bays at six locations between Indian Bend and Frank Lloyd Wright have been designed and will be out for bid soon.

4. Projects Nearing Final Design Completion:

- 96th Street from Shea to Redfield that includes modifications to the 96th Street/Shea intersection, multi-use path from Cactus to Redfield, and a consistent two lane road with a center turn lane.
- An ITS project from the freeway near Via Linda east to the City's Corp Yard, connecting to the traffic signals on 90th Street and Via Linda.
- Union Hills from Scottsdale Road east to 74th Street, four new lanes with medians and bicycle lanes.

- Scottsdale Road from Union Hills to the Pima freeway, two new lanes with medians and bicycle lanes.
- Camelback Road from 64th to 68th Street adding curb, gutter and sidewalks. Camelback will end up being a four-lane roadway with an improved median and center turn lane.
- 104th Street from Desert Cove to Mary Katherine, adding a ½ street and incorporating speed management to meet neighborhood concerns.
- 82nd Street bicycle/pedestrian bridge will be built going over the Arizona Canal just east of Hayden Road.

Other Projects of Interest:

- Scottsdale Road from Frank Lloyd Wright (FLW) to Thompson Peak Parkway is at 60% design. Construction is expected to start in early 2005.
- Hayden Road from Cactus to Redfield is approaching 60% design.
- Cactus Road from the Freeway to FLW is nearing 30% design. Cactus will be increased from two to four travel lanes from the Freeway to 96th Street and then two lanes with a center turn lane/median combination on to FLW. Bicycle lanes and an equestrian trail will run through the whole corridor and a multi-use path will be on the north side of the road from 96th to FLW.
- Groundbreaking was held last week for the new parking structure downtown at Brown and 2nd Street.
- Aviation is currently involved in a Part 150 Noise compatibility plan update.

Chairman Melnychenko stated Cactus Road problems were magnified during the last major rain with lack of drainage, potholes and congestion. Mr. Meinhart stated he had some phone calls from citizens wanting to know if drainage improvements are part of the Cactus Road project. Mr. Meinhart indicated that drainage improvements are included in this project.

Commissioner McCall asked Mr. Meinhart to briefly explain the Stacked 40's project. Mr. Meinhart stated the Stacked 40's is a development on the east side of Scottsdale Road starting south of the Pima Freeway north to Thompson Peak Parkway. It is called the Stacked 40's because it is four 40-acre parcels that are stacked one on top of the other. It is a major development with a combination of retail, office, residential uses and the Lund Cadillac facility. A significant amount of public review occurred through the Planning Commission, Transportation Commission and City Council in 2002-2003. One of the directives council gave staff was to make sure the critical road improvements were done concurrent or ahead of the openings of the project phases.

Commissioner McCall asked if the City Council authorized the Pima Road realignment the Commission reviewed last meeting. Mr. Meinhart stated the council did authorize staff to move forward with the design contract. There have been some modifications made through the concept design process including a number of sound mitigation measures.

Commissioner Davis wanted to know when the bus shelters were to be completed. Mr. Meinhart stated the 40 in the current contract are to be completed by September 2004.

Chairman Melnychenko asked for an update on the extension of Thompson Peak Parkway north of Bell Road. Mr. Meinhart stated Thompson Peak Parkway would be a direct four-lane connection between McDowell Mountain Ranch and DC Ranch that will be coordinated with the Toll Brothers development over the next two years. Another project tied to development activity is 94th Street, which will be a two-lane roadway with a center turn lane median concept that will connect from Bell Road to the Union Hills Drive alignment. Also to be constructed is four-lanes on Union Hills east from 94th Street to Thompson Peak Parkway. These roads are being built through the DC Ranch Community Facilities District.

Vice-Chair Gilliland stated the summary of projects was impressive and appreciated hearing about them. Vice-Chair asked if the Hayden interchange is near completion and is it anticipated alleviating the traffic problem at the Scottsdale interchange. Mr. Meinhart stated the completion of that interchange at the Pima Freeway will give drivers opportunities to travel either north/south or east/west. Southbound access is open now, and northbound will open in Fall 2004.

Vice-Chair Gilliland asked if an adjustment on the green time at the 101/Scottsdale Road signal would help move traffic. Traffic Engineering Director, Paul Porell stated traffic engineering is fully aware of the congestion at that interchange and are currently investigating some major modifications to the signal phasing there. Some long-range changes to signal timing and the sequence of phasing for the interchange are currently being investigated.

Vice-Chair Gilliland inquired about offset lefts and wanted to know if they move vehicles into the intersection so drivers can see oncoming traffic, and allow the left-turn movement to occur. Mr. Meinhart stated that is exactly what offsets are designed for. They make it much easier for someone turning left to have the visibility to be able to make the turn safely.

9. TROLLEY UPDATE

Ms. Astin stated ridership is up on both the Scottsdale Trolley and the Giants Shuttle. Trolley ridership is up about 15% over this time last year, the primary reasons are (1) the introduction of new vehicles and (2) the overall general increase in tourism in Scottsdale.

New trolleys added to the fleet have some very nice features that include:

- The ability to kneel for easy loading
- Air conditioning
- Leather hand holds
- Etched windows
- Brass accessories

The drivers now wear uniforms, black pants, white shirts, bolo ties and dress shoes or cowboy boots. They may also wear cowboy hats if they choose. Ms. Astin stated the trolleys were featured on the cover of a national magazine. The trolleys have a new logo and a new name, 'Scottsdale Trolley'. The trolleys use bio-diesel fuel. New signage at the bus stops matches the vehicles. A map of the route is located at each signpost with 'you are here' stickers on each sign so riders can orient themselves to the downtown. In addition, we have a website that is very easy for people to remember. The general public can also call the Convention and Visitors Bureau for information.

The Giants Shuttle ridership doubled from last year. Some of the contributing factors are:

- Trolleys were used instead of buses
- The shuttle operated on 5th Avenue, which opened up more of the downtown
- Spring training games occurred on all three Art Festival days
- Record game attendance
- Beautiful weather

A new service contract is being procured to provide trolley services next year. Tuesday, April 20, proposals will be opened. Some of the changes to the proposed contract include purchasing an additional vehicle to supplement the spare ratio. Ms. Astin stressed miles and hours will not be added or changed. The route will be modified when the trolley bridge opens, which is next November. We hope to increase our marketing efforts through the city's new Downtown Group. In fact staff has begun conversation with resort properties to determine if there is interest in a resort-based trolley.

For the Giants Shuttle, parking at both Loloma and the Rose Garden will probably not be available next year, therefore a redesign of the Giants Shuttle will be necessary.

Ms. Astin presented each Commissioner with a kit of marketing tools being used to market the new trolleys and trolley service. Staff thanked the Commission for their support of transit in Scottsdale.

10. COMMISSIONER COMMENTS

Chairman Melnychenko welcomed Commissioner Bruz to the Transportation Commission and stated he looks forward to working with him.

11. GENERAL MANAGER COMMENTS

Transportation General Manager O'Connor stated the next Commission meeting could include:

- The deferred item of electing officers for the year.
- Briefings on the other two elements of the ½ cent sales tax extension proposal in the Regional Transportation Plan as they relate to Scottsdale.
- Discuss the proposed budget for 2004-2005 as it relates to transportation.
- Review the current Transportation organization.

If there are other items the Commission would like to see considered for the next meeting, please contact Rose Arballo or Ms. O'Connor directly.

12. ADJOURNMENT

COMMISSIONER MCCALL MOVED TO ADJOURN THE TRANSPORTATION COMMISSION REGULAR MEETING AT 6:55PM. COMMISSIONER BRUZ SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 5-0.

Respectfully submitted,

Harriett Fortner
Recording Secretary